Feldgrau Popular

Motor Car Shade SALES records of Detroit's largest motor car manufac-

turers show no falling off in sales,

but nevertheless the psychologi-

Here is the evidence: The

Packard Company, which builds

many motor carriages to meet its

patrons' individual tastes, finds

that the trend is away from the

In analyzing the season's spec-

being labelled as such, several

cars have left the factory finished in what Germans term the feld-

gay and varicolored effects.

cal effect of war is apparent.

HOPE FOR VETO OF POST ROAD TROLLEY

Motorists Look to Governor to Kill This Piece of Legislation.

WORK ON NEW SPEEDWAY

Solverists are certainly hopeful that Governor will veto the measure high permits the placing of a trolley which permits the placing of a trolley line on the Albany Post Road.

The situation has been thrashed out several times. From the standpoint of several times. From the standpoint of the picturesque, the histiway will be spoiled by the trolley road. From the standpoint of the practical, there doesn't seem to be any true demand for the road. So why not veto?

"annual license." If he chooses ta month later, and buys ansecondhand car, can by paying \$1 get They do it better in New Jersey. A law has just been passed there that man to take the old license

will mean about \$100,000 more to the State that Gov. Whitman has signed the bill that does away with that part of the Highway law remitting half the license fee to owners registering a car that has been registered for four sucthat has been registered for four suc-cessive years previous. Thus far this year about \$70,000 less came in on account of this provision. It would easily have meant \$30,000 more in the 1916 licensing season.

Work already has begun on the Sheepshead Bay Speedway. Laborers are wrecking the present structures to are wrecking the present structures to clear the ground for the grand stands and the two mile course. The track, which has been designed and will be built by Blaine H. Miller, engineer of the Indianapolis speedway, is to be of wood. It will cost less, be susceptible of better banking and will be smooth and fast, the engineer says. There will be two straightaways and two curves each half a mile long. The straightaways are to be 70 feet wide and the curves 76 feet.

Tommy Thompson, as Everard Thompson, the manager, is generally called says the west end will be kept sodded and facilities will be provided for the warled athletic games it is proposed to promote. Two botted, knockdown stands, each seating 20,000 people, will be a nucleus for seating accommodations.

for athletic sports spectators.

The contract calls for the completion of the track and grand stands by Au-20, with bonuses or forfeitures pro-

rust 20, with bonuses of vided for therein.

The plans of the architects, who are plans of the architects, who are plans of this plans of this plans of this plans of the plan Kohler, Spyr and Farrington, of this city, call for a main double deck cov-ered stand on the north side of the track 1,846 feet long, 128 feet wide and 90 feet from ground to peak. It will have thirty-two rows of seats on the first tier and eighteen on the second, giving eighteen miles of individual seats. Ramps will give access to the first elevation. The stand will be built of steel on concrete piers with wood flooring. There will be 900 boxes seating elz each. There will be an open stand built along the backstretch 1,800 feet In all there will be twenty-seven

Lisser, chairman of the board of directors of the Ajax Grieb Rubber Company, who will act as host to the 5,000 orphans, completed feeding arrangements with Mr. Donnelly last week.

Those who have given the use of cirs are. Poertner Motor Car Company, W. A. Chadbourne, Lowe Motor Supply to the Electric Vehicle Association, to be held on April 28 in the Auditorium of the Company, Truly Warner, F. J. H. Kracke, Commissioner of Bridges, C. J. Gude Company, C. H. Larson, Franklin Motor Car Company, M. Stevens, Chalmers Motor Car Company, De Dion Bouton, Edward M. Timmins, Jr., H. M. Swetland, Federal Motor Truck Company, Wichert & Gardiner, Murtha & Schmohl Company, Spear & Co., T. G. Company, Dochterman Van & Express as to their most effective arguments in Company, The Mosler Safe Company, selling Kissel Kars the Kissel Motor Car

Uncle Sam's Latest War Truck



Radio Tractor, which has a sending radius of 250 miles. The anparatus is a knockdown wireless set mounted on a Jeffery four wheel drive Quad. The mast can be produced to a height of 80

The Riggin' Cost More'n the Hull

DE GRAY VANDERBILT, JR., of Locust Valley, Long Island, paid \$514 for a Ford car and then put \$1,200 worth of extras on it, which included a collapsible Sedan Springfield metal body.

He has crowded everything to his liking on the Ford chassis with the exception of an electric starter, and that he says he does not want, as he wants something to do with his arms.

long. In all there will be twenty-seven miles of seats on the two stands. Adequate retiring rooms will be provided. Inside the oval will be parking spaces for 20,000 cars laid out in "streets."

Behind the grandstand ample parking space will be provided for grandstand space will be provided for grandstand seat holders coming to the speedway in their cars.

Access to the interior of the oval will be seen to the interior of the oval will be seen to the interior of the oval will be seen to the interior of the oval will be seen to the interior of the oval will be seen to the interior of the oval will be seen to the interior of the oval will be seen to the interior of the oval will be seen to the interior of the oval will be seen to the interior of the oval will be provided. Bros. Took Bros. and B. F. Goodrich Company.

The association acknowledges receipts of the following cash contributions: S.A. Miles, \$25: Bosch Magneto. Company, \$25: W. L. Harkness, \$10: C. C. Blodgett, \$5: Howard Lillenthal. Access to the interior of the oval will M. D., \$5; Aug. S. Hutchins, \$5; Locohad through five subways, each 36 mobile Company of America, \$25; it wide, admitting of the passage of Lascaris, \$10; S. Maertens, Jr., foot passengers. Manager Thompson \$5: Henry Heide, \$10: Emily O. Butler. "Another reason why our tubes wear so long is our practice of making the has used so successfully at the Yale Jennings, \$20: Amy H. Westback, A. B. Sowl. There will be senarate or the sinclair, \$10: Emily O. Butler. "Another reason why our tubes wear so long is our practice of making the valve patch an integral part of the tube. Our valve patch is not stuck on, as is the sown. There will be senarate or the sinclair, \$10: Emily O. Butler. "Another reason why our tubes wear so long is our practice of making the valve patch is not stuck on. as is the

has used so successfully at the Yale
Bowl. There will be separate entrances
and exits for motor cars and foot
passengers. Neither will meet or cross
on the same level.

Automobile dealers, salesmen, saleswomen and others interested in Orphans'
Automobile Day are rallying to the support of the committee in charge of the
forthcoming orphans' "foy fest," which
stall be held at Donnelly's Grove, College Point, L. I., on June 3. Horace De
Lisser, chairman of the board of direclors of the Ajax Grieb Rubber Comlors of the Ajax Grieb Rubber Com-

Found Effective. commonl Company, Spear & Co., T. G.
Atterson, Inc., Chemung Spring Water In response to questions put to dealers

Company finds the following percentages in favor of the different leading points: Manufactured car as against assembled car, 85 per cent.; reputation of the comcar, so per cent.; reputation of the company, \$2 per cent.; facilities and experience, 78 per cent.; detailed comparison with higher priced cars, 74 per cent.; Kissel built motor, 80 per cent.; low repair bills, 77 per cent.; appearance and comfort, 90 per cent.; the all year car, 87 per cent.

The most significant results of this

The most significant results of this canvass were the almost unanimous expression that the appearance and comfort of the car is a vital consideration and the scarcely less preponderant view that the Kissel all year combination touring car and sedan is an indispensable talking point.

LAMINATED INNER TUBES.

Thicker and Longer Lasting Sort. "We are building an inner tube which outlasts any tire, four tubes outwearing five casings on the average," says L. C. Rockhill of the automobile tire department of the Goodyear Tire and Rubber Company. "Our tubes are laminated, that is, they are built up layer on layer. First we roll the rubber into thin sheets. These sheets are wrapped together and vulcanized into one solid rubber tube. Tubes built of one piece of rubber often contain flaws which are not detected.

"Another reason why our tubes wear."

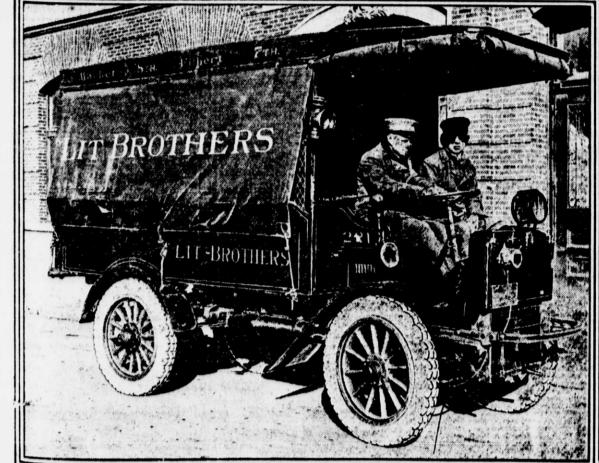
Our valve patch is not stuck on, as is the

36 Hours Build All 1908's Product

JOHN N. WILLYS says: "In 1908 the total output of Overland cars was 465. To-day in thirty-six hours we do as much as we did during the whole year in 1908.

"The output of our factory has given us first choice of position at the New York Automobile Show for 1913, 1914 and 1915. This means that we had the second largest output in the country during these years, the leading builder not being a member of the National Automobile Chamber of Commerce."

Delivery Service Tests Tire Equipment



Tires used on delivery cars have to stund daily endurance runs, so it speaks for itself that the saings used by this Philadelphia firm on its Auotear fleet are Nobby Treads.

GOOD RECORDS IN AJAX TIRE CONTEST

Grand Prize Goes to Wisconsin Chauffeur, With 21,985 Miles.

Every section of the country from New England to Florida and from the Atlantic coast to the Far West is represented in the list of prize winners in the second annual tire mileage con test of the Ajax-Grieb Rubber Com-pany, the results of which have just been announced. Motorists the country over have shown their keep interest in this truly national contest for Ajax tire users, with the result that this year the leading mileages obtained are far greater than ever before, and the aver-age is also considerably greater than

that of last year.

The winner of the first prize of \$500 is a Wisconsin chauffeur, Garth C. Jenson, who drives a Chdillac for John Welsby of Stevens Point. His milease was almost 22,000. He tacked just 15 miles of that total. He was slightly more than 500 miles better than Frank more than 500 miles better than Frank Gray, chauffeur for Carl M. Gott-fried of Chicago, whose Peerless can be piloted 21,482 miles, using one single Ajax tire, and thereby won the \$300 prize. It was another Cadillac which covered 21,039 miles on an Ajax casing and won \$200, the third prize, for Alfred C. Smith of Saringfield Mass.

covered 21,039 miles on an Ajax casing and won \$200, the third prize, for Aifred C. Smith of Springfield, Mass.

The next five prizes all were \$100 each. Two of them went to brothers in St. Louis, both drivers of Packard cars. One of them, E. C. Bode, made fifth best total with 20,075 miles and the other, H. W. Bode, made a total of 18,466 miles. The others of the \$100 prizes went to Laurence Ross of Ticonderoga, N. Y., with 20,910 miles on a Maxwell car, and Albert Nathan, who used an Ajax casing, 18,942 miles on a Stoddard, and Herman W. Bushey, who covered 18,190 miles on a Lenox. The first twenty of the winners of prizes in this contest covered better than 15,000 miles with casings entered. The average of the 208 prize winning chauffeurs was 7,722 miles per Ajax tire. The thirty capital prize winners averaged 18,509 miles. It will be observed that all of the 208 prize winners got far in excess of 5,000 miles guaranteed in writing by the Ajax-Grieb Rubber Company, Inc.

The results of the contest show what can be obtained when a motorist or his driver are careful to zee that the tires receive good handling and attention at

driver are careful to see that the tires receive good handling and attention at all times. Careful driving, attention to proper air pressures, avoidance of the misuse of brakes and the like cautious methods will produce long mileages if the tire is properly selected in the first instance, and this is what the Ajax people believe the results of their tire contest prove.

GRAPHITE FOR INNER TUBES.

Use Inside of Casings One Perhaps

Mrs. Anne Davis Chisholm, vice-chair-One of the largest single chipments of sutomobiles made this year by an Indiana manufacturer to one distributor was for manufacturer to one distributor was forwarded last week to the Fred C. Huffman dotor Car Company of Omaha by the Intercutations.

paper. Reside it she wrote this descrition of principles:
"Let 'em vote.
"I've got my umbrella, so it can hurt me.
"If they help make—
"Better Roads.
"Better Schools.
"Better Laws,
"Better Food.

"It may help me"

Recently the books of the Chandler dealer in Rochester, N. Y. showed that enough orders were on hand for cars to necessitate delivery of one car each day until June 1. Starting two weeks ago and planned to run each morning in Rochester papers, are photographs of the persons who got cars the day before. One photograph appears each day, with the caption, "Here's a picture of vesterday's lucsy Chandler man. What is your date?" All Rochester new turns interestedly to its morning paper these days to find out which fellow citizen has been the most recent recruit to the six cylinder ranks.

Plant 2 of the Detroit Studebaker fac-tories contains nothing but spare parts for the company's automobile models manu-factured from 1909 to the present day. Thirteen thousand parts are carried and the stock on hand is valued at \$1,750,000. Among the convertible tops brought out of late is one called the "H.-W. All Weather" made by the Hammond-Williams Company. It is a one man top which has plate glass windows in brass frames on

aluminum bases. These windows are made firm or taken out by the turn of a set screw. It is said it takes two minutes to take out or put in the eight windows, which when not in use are carried in a narrow box behind the front seat. narrow box behind the front seat.

Russell L. Engs. metropolitan distributer of the KisselKar, predicts that in a few years farmers will be among the most iberal buyers of motor trucks. This is bound to come, he says, because the truck is doing wonderful things for every enterprising farmer who owns one. It affords a great saving of time, delivers its load in fresher and better condition than a horse driven vehicle and is more dependable, as well as efficient.

pendable, as well as efficient.

E. S. Jordan, sales manager of the Thomas B. Jeffery Company, who has just returned from a trip through Missouri Kansas. Texas. Louisians, Florida and Kentucky, says that conditions all through the South are picking up wonderfully. There has been a decided improvement in the cotton situation—prices are going un and the farmers are laying their plans for a successful crop season this year. Mr. Jordan goes on to say:

"I believe the boom we are experiencing in own own business is typical of improving conditions in other lines. We are in for a record amount of business this month. The \$4.000,000 worth of truck orders received from Europe made it necessary some time ago to put our plant on a twenty-four hour basis—three eight hour shifts every day in the week—and now we are taking on men every day to turn out the pleasure cars ordered by our dealers in this country."

A Lancia car, driven by Harry Goss and equipped with a prairie schooner top and Treadmanshit items and for the country."

shoe. Best among these is flake graphite. Flake graphite when used as a tire lubricant makes the inner tube

the added advantage of being a a-conductor of heat. It is more last-than soapstone, is not injurious to

"A cord tire is so called." says J. Wilbur Hobbs. New York manager for the Goodyear Tire and Rubber Company, "because its carcass is built of layers or piles of parallel (winds instead of full woven (or cross woven) fabric. Of course, the strength of cross-woven fabric is obtained in cord tires by laying certain piles of parallel cords is one direction and other piles in a cross direction.

"Naturally this construction makes for maximum resiliency. This is specially expensively in the composition of the composition of the confort and added resiliency of gaselene car cord tires have made them desirable to owners of large cars who are willing to pay an additional price for these finer points."

Lewis W. Callan, 452 Fifth Avenue, New Texas and some very bad road between the condition of the continuous content and additional price for these finer points."

Reconditional price for these finer points.

**Recondition division goes by the textertown and throughout. The division goes by the paster to chestertown and throughout. The plicate two pasters are pleased to Lake to Elizabethrown by way of through Newark, as Elizabethrory and Elizabethrown by way of through Newark, as Elizabethrory and Elizabethrown by way of the throughout. The plane price of the set plane and Cascade to Lake Placed. The points. The plane price of the set plane and Cascade to Lake Placed. The road throughout. The plane plane the plane plane to Lake Constant A. Andrews for the road from Albany to Lake George. From this city to Albany to Albany to Lake George. From this city to Albany to Albany to Lake George. From this city to Albany to Albany to Lake George. From this city to Albany to Albany to Albany t

nine roadsters. The shipment is valued at \$30,000.

The Garland Automobile Company, local distributers, report the present outlook in their territory to be very good. The sales organization is rapidly rounding into shape among the outlying dealers.

among the outlying dealers.

W. I. Fickling of the Fickling Enameling Corporation of Long Island ("ity, originator of the Radio process, believes that all fine coach painting records were broken when a large imported limousine automobile was exapletely refinished in two and one-half days—a task that when performed by methods previously in vogue would have required from six to eight weeks. The owner, a Wall Street broker, according to Mr. Fickling, left his automobile at the japanning plant a week ago Thursday morning, with the understanding that if it was finished by Saturday noon he could sell it. On Saturday at 12 the owner drove away the car and closed his sale.

their best tunes to the public at the Speedway.

An eight cylinder Cadillac demonstrator in the hands of the representative at Winston-Salem, N. C. R. E. Shore, was driven 1.285 miles in high gear, without a gear change for hills, mud or anything else, save starting and reverse. Mr. Shore writes the Cadillac company that he drove the car, loaded, all over his territory, seeking a hill that could not be climbed in high gear. The 1.285 miles without shifting the gears out of high was made in the territory around Winston-Salem, Greensboro, Burlington, Haw River, Durham, Hillsboro, Raielgh and Henderson.

HEAVY RETAIL BUYING MEANS BIG SEASON

Utilitarian Phase of Motor Car Is Proved by Sales Now Made, Says Houpt.

"The heavy retail buying which has been in force since the beginning of the year gives evidence of a most remarkable season" says Harry S. Houpt, the Mitchell distributer.

"Never in the history of the autoifications for car finishes it has mobile industry have reliable manufacturers been swamped with orders, and if been found that there is a there is any doubt still existing as to the stability of the motor car business it should be dispelled by the official state-ments issued by Secretary of State Hugo. marked preference for battleship grays and army greens. Without

Special Limousine for Cigar Store Man

This Hapmobile limousine was specially designed by Charles E. Riess, local dealer in these

ears, for John F. Whelan, well known in the tobacco interests.

cars, 4,934 chauffeurs and seventy-five dealers over 1914. The entire State of New York shows 159,715 cars registered,

New York shows 159.715 cars registered, against 59.849 last year."

"This retail buying is governed by much more than the idle whim of pleasure. It shows that the motor car is essentially a utilitarian vehicle, and as such takes its place in the scheme of modern life alongside the telegraph, telephone and other public utilities. This fact is being borne in on the minds of thousands of new prospects every week, and by reason of the great value which the better known builders are giving for the money cars are comparatively easy the money cars are comparatively easy

Why the Rear Axle Transmission. FIVE MAKES LEAD ALL Studebaker locates its transmission gears in unit with the rear axle because it gets better balance of weight on all four wheels, relieves the propeller shaft of undue driving torque, decreases the number of universal joints necessary and makes it possible to eliminate weight in the motor supports which would be necessary if the gear set was located in unit with the motor.

Enamelling Studebakers.

The latter's report shows that since February 1 to April 16 77,138 cars, 40,918 chauffeurs and 567 dealers received licenses in New York, as opposed to 52,034 cars, 35,984 chauffeurs and 492 to 52,0

OVERLANDS DAILY At That Rate There Will Be

WILL BUILD 600

Turned Out.

More Than 130,000 Cars

Six hundred Overland cars a day will be the output of the Toledo factory its next fiscal year. This statement was made by John N. Willys, president of the Willys-Overland Company, while in the West, where he has been spending

the winter. "By June 1 we will have finished ad ditions to the Overland factory which will make it possible for us to turn out 600 cars a day," says Mr. Willys. "This will be our daily output next year. At the present time we are building 300 cars a day. The increase in this year's business is 30 per cent, over that of last year, when we built 48,468 Overlands. I fully expect that 1316 will see 100 per cent, because that 1316 will

see 100 per cent, increase.

"Some may think that this is optimism. It is not. It is simply trying to meet the demand that already has been received for future orders."
Mr. Willys sees nothing ahead but big things for the automobile industry. He predicts that the companies which did the biggest business during the present season will have little difficulty

in increasing the volume of their sales during the coming year. "The automobile manufacturer has "The automobile manufacturer has now reached a point where he finds the renewal trade quite a factor in his sales." continues Mr. Willys in discussing the future of the industry. "Still the general prosperity of the country, the development of new land by the farming interests and the establishment of new industries in the cities all tend to create a new field of buyers seeking their first car.

"Five years ago I stated that the in-dications were that it would be merely a matter of time before the builling of the leading motor cars would be handled by five houses. Conditions to-day prove that this prediction was true. Out of nearly 100 motor car manufac-turers five supply at least 80 per cent. of the entire American output."

More than 100,000 Studebaker auto

"SUN" READERS' TOURING QUERIES ANSWERED

(Readers of "The Sunday Sun" who desire any information on roads or tours are invited to send these questions in to the Automobile Editor, THE SUN, 170 Nassau street. It will facilitate answering if all

sort of the state of the state



Let the **Sleward** Tire Pump do your hard work

THY continue to pump automobile tires at home and on the road with a hand pump, when your engine is right there to quickly do this dirty work for

Why continue to use an old fashioned, unsatisfactory hand-pump, which almost breaks your back, makes you perspire and dirties up your clothes? This is the day of labor saving devices for the

automobilist. You push a button to start your car.
You push a button to light your lights. You touch
a plunger to sound your warning signal. Your clock
is wound electrically. A glance at your speedometer figures the speed and mileage for you. One man can now put up a top. For the same reason, why not make your motor pump your tires? Put a Stewart Tire Pump on the motor of your

dirtiest and most exasperating work and delays of automobiling.

car and it will always be "on the job" to save you the

Tire companies report that 90% of all tire troubles are DUE to UNDER-INFLATION. The Stewart Tire Pump will quickly pay for itself in the increased mileage you'll get out of your tires by keeping them properly inflated, which also makes steering and riding easier, and consequently safer on any road.

The Stewart Tire Pump is correctly designed of exactly proper size to pump up any tire in a very few minutes without straining the motor, without requiring a lot of extra lubrication, without overheating or vaporizing the oil and passing it into the tires, where it will shortly rot them. Reliability is the most important feature. You want a pump that

will be "on the job" every time you require it. Have one put on your car today by any dealer,

or at Stewart-Warner Speedometer Cor'n 233 West 58th Street NEW YORK Telephone Columbus 6322

30 Days'
Trial—
Your
Money